



Naming Ceremony

U.S.N.S. Mercy (T-AH 19)

November 8, 1986

Principal Characteristics

Length Overall	894' -0"
Beam	105' -9"
Draft, Design	32' -9"
Displacement (S.W. at Design Draft)	69,360 Long Tons
Speed (at 80% ABS SHP, Design Draft)	17.5 knots

About the Ship

The TAH 19 Class Ship is a floating surgical hospital with a mobile, flexible, rapidly responsive capability to provide acute medical care in support of amphibious task forces, Marine Corps, Army, and Air Force elements, forward deployed Navy elements of the fleet and fleet activities, and the Rapid Deployment Joint Task Force (RDF). In support of this mission, the Hospital Ship will accomplish the following:

- Receive patients suffering from wounds, disease, or non-battle injury;
- Provide on-site emergency and recuperative care to patients until they can be returned to duty or evacuated;
- Provide a safe, stable, mobile platform for carrying out the assigned mission;
- Provide all necessary personnel, services, and facilities required for the support of the medical facility;
- Operate the full medical facility while at sea, day and night, with minimal maintenance and refueling.

The extensive medical services of the Hospital Ship include:

- Casualty Reception — The area is divided into 5 modules with a total of 50 positions, each with piped oxygen, suction, and cardiac monitoring capabilities.
 - Operating Complex — Two different operations can be performed on a patient simultaneously in each of the 12 operating rooms which are equipped for orthopedic, urological, neurological, thoracic, vascular, eye, ear, nose, throat, and general surgical procedures.
 - Recovery Room — It contains 20 single beds, with piped oxygen, suction, and monitoring of patient's vital functions.
 - Intensive Care Unit — There is a total of 80 single beds (20 in each of the 4 wards) with piped oxygen, suction, and constant monitoring of patient's vital functions. Each ward has sanitary facilities, nurses' station, treatment room, equipment, and general storage rooms.
 - Intermediate Care Ward — The seven intermediate care wards provide 280 hospital berths (two high), including a number of single high berths for patients requiring multiple traction apparatus, frequent dressing changes, and additional support equipment.
 - Light Care Ward — The two light care wards provide 120 hospital berths (two-high).
 - Limited Care Ward — The seven limited care wards provide 500 hospital berths (two-high) for ambulatory patients.





PROGRAM

Bands

Mariachi Verdugo Band
U.S. Marine Corps Recruit Depot Band

Color Guard

U.S. Marine Corps Recruit Depot

Invocation

Chaplain Kenneth F. Kieffer, Capt. U.S.N.
Naval Hospital, San Diego

Remarks

Richard H. Vortmann, President, NASSCO

Speaker

The Honorable Pete Wilson
United States Senate

Guest of Honor

Helen K. Copley

Matron of Honor

Mayor Maureen O'Connor

Master of Ceremonies

Alfred W. Lutter, Jr.
Senior Vice President, Marketing & Business Affairs
NASSCO



Helen K. Copley **Guest of Honor**

Helen K. Copley is chairman and chief executive officer of the corporation which publishes the Copley Newspapers. She also is publisher of The San Diego Union and The Tribune. Mrs. Copley succeeded to those positions on October 6, 1973, upon the death of her husband James S. Copley.



Mrs. Copley was born Helen Kinney in Cedar Rapids, Iowa, where she graduated from Benjamin Franklin High School. Later, she attended Hunter College in New York City. She received an honorary Doctor of Humane Letters Degree from Coe College in May 1977, an honorary Doctor of Laws Degree from Pepperdine University in April 1979, and an honorary Doctor of Humane Letters Degree from the University of San Diego in May 1982.

She is active in numerous civic, charitable and cultural organizations, as well as patriotic and professional groups.

Mrs. Copley has been the recipient of various awards including "Woman of the Year Award," presented by the Mexican and American Foundation "to recognize her effort to promote goodwill between the United States and Mexico" (1975); "Business Woman of the Year," presented by Lewis University, Lockport, Illinois (1977); "Excellence in Achievement Award," presented by the International Toastmistress Clubs, Golden West Regional Chapter, for Mrs. Copley's accomplishments in the communication field and her humanitarian efforts (1981); "U.S. News Media Award," presented by the Veterans of Foreign Wars "for her professionalism, management abilities, concern for the truth and the security of the United States" (1982); and the "National Distinguished Community Service Award" presented by the Anti-Defamation League of the B'nai B'rith "to honor her for philanthropy and the openness of her newspapers to comment" (1986).

Maureen O'Connor **Matron of Honor**

Maureen O'Connor was sworn in as San Diego's 31st — and first woman — Mayor on July 7, 1986.

A native of San Diego, Mayor O'Connor attended local parochial schools. Throughout her school years, she won numerous contests and awards as a competitive swimmer. After graduating in 1970 from San Diego State University, she went to work as an Instructor/Counselor at Rosary High School, her alma mater.

Mayor O'Connor was elected to the San Diego City Council in 1971. At 25, she was the youngest person ever to hold that position in San Diego. She was re-elected to her Council seat in 1975. She retired from the City Council in 1979, fulfilling a campaign promise to serve only two terms.

Some of Mayor O'Connor's accomplishments during her eight-year tenure on the City Council include co-authoring the City's first Growth Management Plan which required new development to pay for parks, roads, schools and other public facilities, and co-authoring the City's first Campaign Finance Reform Ordinance.

Mayor O'Connor served on the Metropolitan Transit Development Board (MTDB) from 1976-81, serving as Vice-Chair from 1979 to 1980 and as Chair from 1980-81. The MTDB was established under state legislation and charged with constructing the San Diego Trolley. She played a key role in building this nationally acclaimed light-rail transit system, on time and under budget, at a total cost of only \$101 million for the initial 17-mile route.

From 1980-85, Mayor O'Connor served as a San Diego Port Commissioner. During her tenure, she was instrumental in developing plans to bring a first-class convention center to San Diego.



The first Mercy (AH-4) was built in 1907 as the Saratoga by William Cramp & Sons of Philadelphia. It was purchased by the Navy from the War Department in 1917 after use as an Army troop transport during the first months of World War I. It was converted to a hospital ship at the New York Navy Yard in Brooklyn and commissioned in 1918. On November 3 of that year, the hospital ship departed New York on the first of four round-trips to France, returning 1,977 casualties by March 1919. For most of the next 15 years following World War I, the Mercy served off the East Coast with Philadelphia as her home port. The ship remained in commission until loaned to the Philadelphia branch of the Public Relief Administration on March 23, 1934. In April 1938, the Mercy was struck from the Navy list and she was sold for scrap in March 1939.

The second Mercy (AH-8) was built under a Maritime Commission contract by Consolidated Steel Corporation of Wilmington, California, in 1943. It was acquired by the Navy from the Maritime Commission that same year, converted from a cargo ship to a hospital ship by Los Angeles Shipbuilding & Drydock Company, and commissioned in 1944. The ship was assigned to operate with the 5th and 7th Fleets, departing in August that year for the South Pacific. In March

1945, the Mercy reported to the 5th Fleet for service during the Okinawa campaign, beginning with the landings April 1. The Mercy, decommissioned at San Francisco in May 1946, was delivered to the War Department the same day and transferred to the U.S. Army in June for further service as a hospital ship. On September 25, she was struck from the Navy list. The hospital ship received two battle stars for World War II service.



Photos by Kim Lee

Cover Photo by Ken Wright



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